Mr. PIKARSKY. We do have a situation in this crosstown expressway, where the impact of a specific alinement on the community was such that we elected to move over a railroad property in an elevated alinement, which was designed to serve the movement of traffic from the various points in an equal manner as with a depressed alinement through a residential and commercial and industrial area.

The cost of the difference was $150 million for going over the elevated line, over the depressed alinement, and has increased structure costs, increased maintenance costs. We have some operational deficiencies, but it still meets the criteria of moving the people that had to be moved.

For a very small portion of that we could perhaps rebuild in vacant areas homes of the equivalent nature, perhaps more modern, perhaps more costly. We estimated it would be less than $10 million to do that, but under the scope of the existing statutes, that was not possible.

The political decision was made to minimize the impact on the community and choose that as an alternate and put the Bureau of Public Roads on notice as to the reasons we were doing this.

As a result of this, and the problems of the other site is in the nature of the joint development concept. We are now studying an area, particularly a 2½-mile area between the Stephenson Expressway and Midway Airport, and we are thinking in terms of providing within the same area housing constructed in advance of the highway construction of some equivalent nature that can be used to transfer residents to a house, leaving them at the same status in the same community where they have the same routes.

We are asking these questions. We are asking, will some of this be considered as part of the highway program. If it is not, if we receive a negative answer, quite likely the project will not go ahead.

I think this is true of most urban areas. As far as the difficulties of our experience by owners and the renters, the areas where they are low-income groups, we find that in many areas these people purchase on contract. Someone else owns the title to the building. They may have lived there and paid on it for 20 or 30 years; they may have paid, over that period of time, some $20,000. They may have an obligation of paying which has another obligation of $10,000.

In taking this at fair market value, we have found that the appraised value can be from $5,000 to $8,000. Not only have you put these people out in the street without a home, without an equity, but they still have an obligation to the title holder of some $2,000 to $3,000 in addition to that.

What the city of Chicago has done, which has been not reimbursed, not supported by the Federal Government, is we have paid some of this out of our limited fund, to see at least that the displaced property owner did not have an additional obligation.

We recognize that he was out in the street, and it is for this reason, among others, that we are not going to build any more expressways in Chicago that pose that problem; and this also occurs to someone who rents. They may rent a two- and three-bedroom apartment for $100 a month. When this is taken out, the equivalent apartment that they can find, because of the supply and demand, may be $125 or $150 a month.